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Market Street
Transit Thoroughfare

Project Plan

Project Management Division
Bureau of Engineering
Department of Public Works

Oct. 1, 1987

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I. PROJECT PLAN

MARKET STREET TRANSIT THOROUGHFARE
Phase "A" - Fremont to Twelfth Streets

A. Objective

To reconstruct the Municipal Railway tracks on Market Street from the east property line of Fremont Street (roughly Station 25+75 in Market St.) to the west property line of Twelfth Street (roughly Station 116+15 in Market St.) and do related work. This work also includes: the track work and island in Fremont Street from the south property line of Market Street to roughly 120 feet south of the south property line; the turnout, crossing and track connection at First and Market Streets. The replacement of the Eleventh Street Y - track which extends roughly 105 feet south of the south property line of Market Street in Eleventh Street is now being examined.

The project will include:

* Street and track reconstruction and repaving.
* Installation of permanent boarding islands.
* Realignment of curbs adjacent to boarding islands, and associated sidewalk reconstruction.
* Completion of the Market Street Beautification Project as an integral component of the transit thoroughfare concept.

B. Goals

1. Develop the project team (intra - and inter - departmental).
2. Reestablish liaison with the Market Street Community Advisory Committee. Develop a public information program.
3. Resolve the pending design issues (i.e., material used for construction of crosswalks, gutters, islands and street furniture).
4. Design, advertise, award the contracts for all long lead items (i.e., rail and switches) so that the material is available at the start of the normal construction contracts (April 1, 1988).
5. Design, advertise, award, and manage construction of the project.

C. Background

In 1968, the Board of Supervisors approved the Schematic Street Design Plan for Market Street (Res. 116-68). This is the Ciampi - Halprin - Warnecke (Market Street Joint Venture Architects) plan under which Market Street has been reconstructed from Steuart Street to McCoppin Street. This plan assumed that MUNI Metro would replace all existing streetcars on Market Street and that the streetcar tracks would eventually be removed. The plan also anticipated that most public transit would disappear from Market Street east of Van Ness Avenue and that there would be no need for MUNI overhead lines to power the transit vehicles.

In 1978, the Board of Supervisors amended the original Schematic Street Design Plan for Market Street to require that the MUNI overhead lines be retained (Res. 213-78).

In 1979, the Board assumed control of any track or boarding island removal on Market Street (Res. 846-79).

In 1981, the Board authorized a "Market Street Design Study" (Res. 240-81) to review transit operations and street design, including the retention of streetcars.

In 1983, the Board called for four lanes of MUNI service east of Van Ness Avenue with "safe and aesthetically designed passenger loading islands and overhead wires". The Board also supported retention of surface streetcar operations including the upgrading of streetcar tracks east of Van Ness Avenue (Res. 160-83).

In 1984, the Market Street Planning Project was created. The Project Team Final Report issued in November 1985 will serve as the basis for all design work that will be done during this project. It is also the reference source used to prepare this background.

D. Schedule

The preliminary schedule for the project is to finish design by the end of 1987 and to finish construction by Thanksgiving 1989. Please refer to section III.

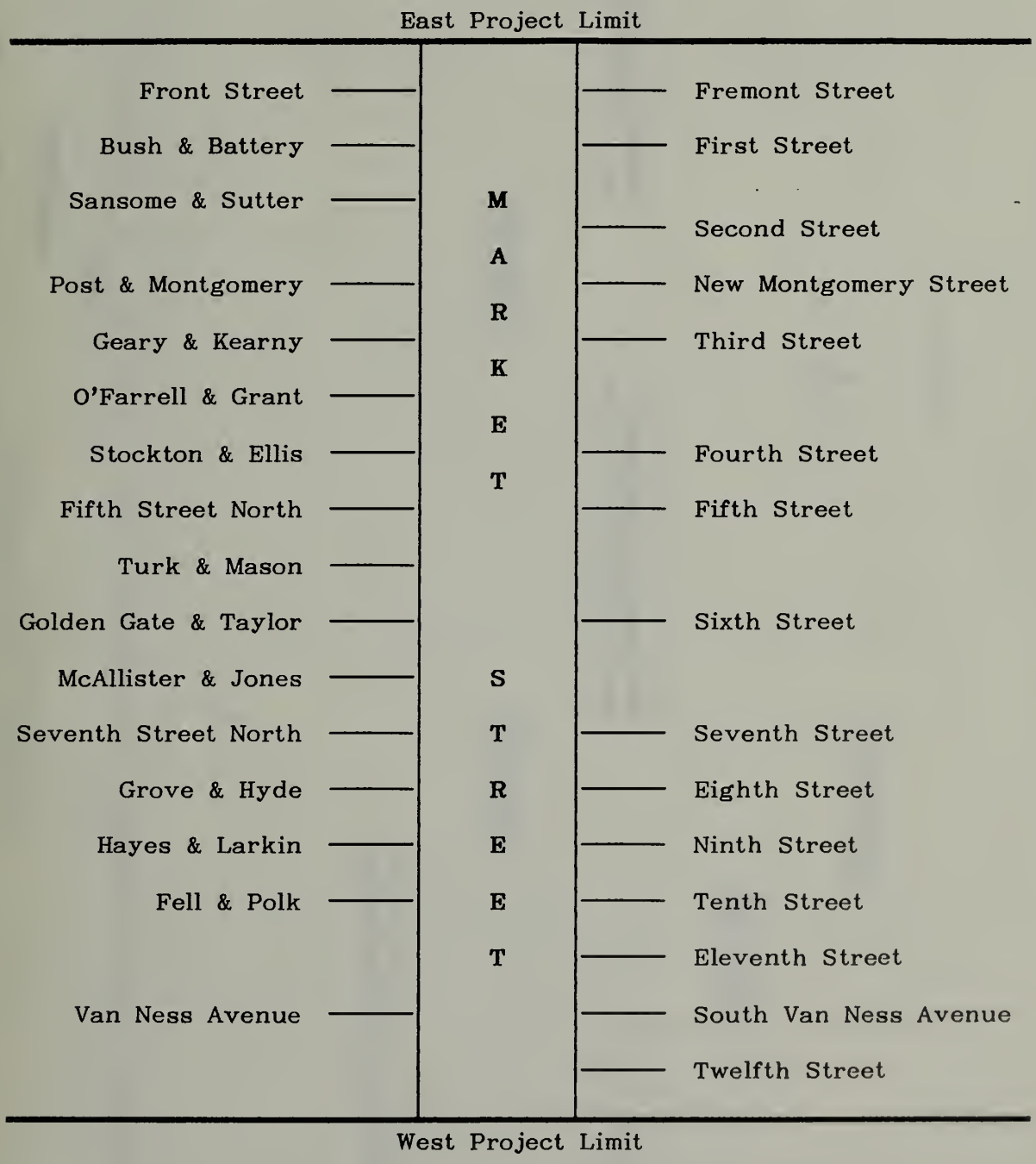
Project Milestones

April 1, 1987 - $1.2 million in design funds arrives.
April 1, 1988 - $9.3 million in construction funds arrives.
April 1, 1989 - $10.3 million in construction funds arrives.

E. Budget

Total Project Cost as budgeted is forecast at $27,000,000. Please refer to section IV.

II. Schematic Plan



MASTT Project Network Chart

MASTT2 | Charles H. O'Neil

Status date : 31 Aug 87

Top Level

Market Street Transit Thoroughfare

prepared by the Project Management Division
San Francisco Department of Public Works
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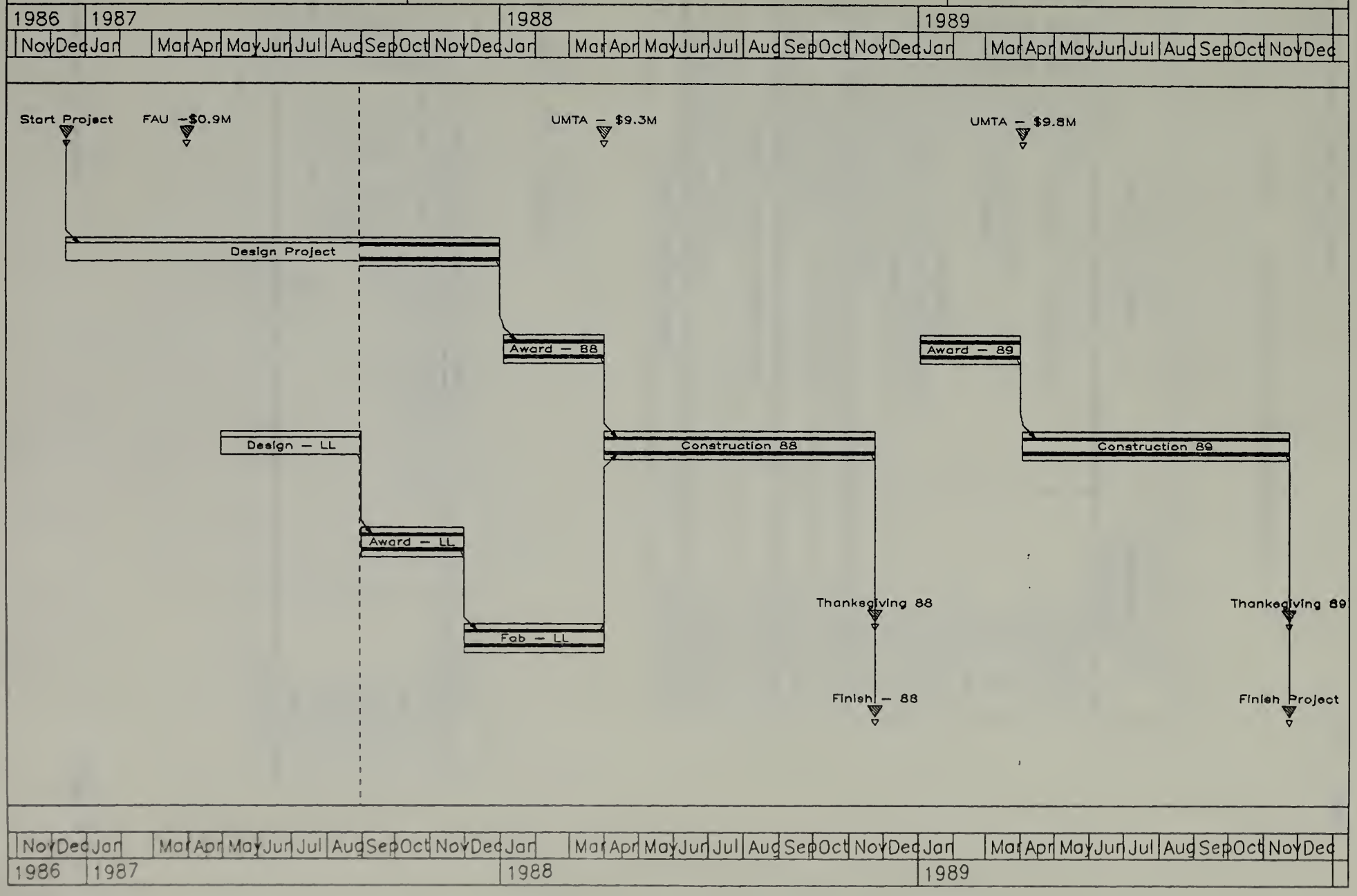
LEGEND

- Critical Activity
- Non-Critical Activity
- Summary
- Hammock
- Event
- Plan
- Early
- Late



IV. Project Budget

Budget Items	Forecast Budget (Includes 4% escalation)
Traffic Control	$1,353,000
Street Area Regrading / Repaving.	$2,623,000
Track Work	$5,181,000
Public Utilities Relocation	$509,000
MUNI Boarding Islands	$943,000
Crosswalks	$3,972,000
Curbs, Gutters and Sidewalks	$2,168,000
Street Furniture, Trees and Signage	1,732,000
Other (Ramps, Catch Basins, etc.)	$546,000
Procure Long Lead Items	$1,784,000
Construction Contract Cost	$20,811,000
Contingencies (10%)	$2,081,000
Total Construction Cost	$22,892,000
Design Engineering	$1,800,000
Construction Management	$2,308,000
Total Project Cost	$27,000,000

A. Design Budget

Design Engineering Budget	Forecast
DPW Force Account Plan including Indirect Costs	$1,300,000
MUNI Force Account Plan including Indirect Costs	$60,000
Consultant - Public Information	$90,000
Consultant - Aerial Surveys	$10,000
Consultant - Track Design	$200,000
Consultant - Specialty Materials	$60,000
Contingency	$80,000
Total	$1,800,000

B. CM Budget

Construction Management Budget	Forecast
DPW Force Account Plan including Indirect Costs	$1,900,000
MUNI Force Account Plan including Indirect Costs	$250,000
Consultant - Public Information	$158,000
Total	$2,308,000

C. Wish List

Wish List Budget	Forecast
1. Track Work - 12th to Duboce	$634,000
2. MUNI transit shelter work	$0
3. Modify Hallidie Plaza Lights	$32,000
4. Modify Kiosks	$27,000
5. Install news racks	$55,000
6. Repair / replace granite benches	$162,000
7. Repair tree pit irrigation system	$216,000
8. Install trash receptacles	$97,000
9. Art Program (2% of total construction cost)	$458,000
Total	$1,681,000

D. Budget Assumptions

1. The Project Budget calls for expending $27,000,000 to reconstruct the Municipal Railway streetcar tracks on Market Street from Fremont to Twelfth Streets and make related improvements. To stay within this budget, it was necessary to eliminate granite gutters from the project. We feel elimination of these gutters does not detract from the project because the existing gutters have proven to be a serious maintenance problem. Although brick crosswalks are included in the project, we are continuing our efforts to identify substitute materials which will maintain the visual appearance of the street at a substantially lower maintenance cost. A sample of the proposed materials will be installed at Eleventh and Market Streets for review by all concerned. We realize that substitution of materials will require review by the Public Utilities Commission, the Art Commission, and the Board of Supervisors.

2. The Forecast Budget includes a 4% per year escalation factor to the mid point of Construction (February 1, 1989). This escalation factor increased the Total Project Cost by $2,037,000. A change in the escalation rate of 1% per year changes the Forecast Budget by $250,000.

V. Financial Resources

Funding Source	Amount
Gas Tax Revenues	$2,239,276
Market Street Beautification Bond Funds	$157,605
State Guideway Resources	$2,197,000
Bridge Toll Revenues	$242,000
Federal FAU Resources	$949,111
Federal UMTA Section 9 Resources (estimated award April, 1988)	$9,277,340
Federal UMTA Section 9 Resources (estimated award April, 1989)	$9.833,981
Additional Bridge Toll Net Revenues (estimated award April, 1989)	$440,000
Additional State Guideway Resources (estimated award July, 1989)	$2,200,000
Total	$27,536,313